

ceiling on the price of this key staple? Almost surely you are not aware, so here goes.

Of the 20.7 cents, these sources get: baker-wholesaler, 11.4; retailer 3.7; farmer 3.2; transportation-handling 1.5; miller 0.9.

Just this simple breakdown underlines the major force behind rising bread prices: the fact that more than half of the total cost is absorbed by processes ranging from preparing ingredients to wrapping.

But why is this so, and what other factors are there? From Albert S. Schmidt, chairman of the American Bankers Association in Chicago, and from the Department of Agriculture comes these answers:

Unlike other foods, including many perishables, virtually all bread must be sold the same day it is delivered. What doesn't end up on the quick sale counter is returned to the wholesaler. One industry estimate puts "stale returns" at a whopping 7 percent of bread delivered to the store.

The process of making bread is, says Schmidt, "the most complicated of any food product"—involving at least two dozen separate steps. First, the wheat is grown and harvested on farms and delivered to a grain elevator for storage until it is sent to a flour mill. At the bakery there are 10 to 15 more major steps before the slicing and wrapping operations and transportation to the stores. Other basic ingredients of bread—milk, shortening, sugar—also are put through a series of processes before the final products emerge.

By contrast, milk is delivered from farm to plant where it is pasteurized, packaged, and dispatched to the consumer. Meat goes from farm to feedlot to packing plant, where it is slaughtered, dressed, cut, and made ready for the store butcher.

The tremendous competition bread faces—directly at the point of purchase—has forced bakers into a vast expansion of their product lines. A casual glance at the assortments in the bakery section of your supermarket easily illustrates this.

Admittedly, the average price bakers receive for a pound of bread has climbed 55 percent since 1947-49, but hourly earnings of inside bakery workers have jumped 108 percent in the same period. Bakers' profits are down to 2.5 percent of sales against 6 percent of sales in 1947-49. Flour millers too are in a squeeze: per capita consumption of flour has fallen from 137 pounds a year in 1947-49 to 116 pounds today, while the number of flour mills in operation has shrunk from 412 to about 200. The farmer isn't the only one struggling.

What, then, is being done by bakers to put a ceiling on bread prices and ease the pinch on themselves? Of course, they are automating their processing equipment. But the newest and most important developments are "freezing operations" to slash the high cost of perishability.

Frozen baked goods are among the fastest growing segments of the whole frozen food industry. Freezing well may be the key solution for the breadmaker, breadseller, and bread consumer.

Meanwhile, this breakdown suggests we may be thankful bread is still as cheap as it is.

U.S. News & World Report Interview Discusses Transportation Problems

EXTENSION OF REMARKS

HON. HENRY S. REUSS

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 15, 1965

Mr. REUSS. Mr. Speaker, the July 26, 1965, edition of the U.S. News & World

Report carries an interview with two authorities on transportation—Dr. William W. Seifert, assistant dean of engineering and Dr. Robert J. Hansen, professor of civil engineering, both of the Massachusetts Institute of Technology.

The interview deals primarily with improving intercity ground transportation, particularly along the Northeast corridor running between Boston and Washington. But during the interview they also discuss some of the problems connected with intracity transportation.

Recently I introduced legislation (H.R. 9200) to deal with the problems of intracity transportation. The measure would set up a 2-year, \$20 million research program designed to achieve a technological breakthrough in the development of new systems of urban transport.

Twenty other Members have introduced identical legislation: the gentleman from Ohio [Mr. ASHLEY], the gentleman from Texas [Mr. CABELL], the gentleman from New York [Mr. FARBSTEIN], the gentleman from Minnesota [Mr. FRASER], the gentleman from Ohio [Mr. GILLIGAN], the gentleman from Michigan [Mrs. GRIFFITHS], the gentleman from New York [Mr. HALPERN], the gentleman from New Jersey [Mr. JOELSON], the gentleman from Maryland [Mr. LONG], the gentleman from New York [Mr. MCCARTHY], the gentleman from New Jersey [Mr. MINISH], the gentleman from Pennsylvania [Mr. MOORHEAD], the gentleman from New York [Mr. MULDER], the gentleman from New York [Mr. ROSENTHAL], the gentleman from Illinois [Mr. RONAN], the gentleman from California [Mr. ROOSEVELT], the gentleman from Missouri [Mrs. SULLIVAN], the gentleman from Ohio [Mr. VANIK], the gentleman from Georgia [Mr. WELTNER], and the gentleman from Illinois [Mr. YATES].

Following are excerpts from the interview relating to the problems of intracity transportation:

TRAINS AT 300 M.P.H.—WHAT TRAVEL OF FUTURE WILL BE LIKE

Question. What needs to be done to meet the problem?

Dr. HANSEN. The first step is to establish some kind of national transportation policy. Up to now, some people have been pushing for better highways, some for improved air travel, some for better trains. No single group in authority in the Government has looked at transportation as a total system, with all its parts interrelated.

We know that no single method of travel will do the whole job. Autos, airplanes, trains, buses—all will be needed. But we will also need some radically new system of rapid travel.

There must be a system that will allow for very high speeds and that will be able to handle both long-distance travel between cities and short-haul commuting between the suburbs and the downtown areas. This system probably will have to go underground for long stretches, at least in the most densely populated areas.

Question. If we get the kind of high-speed system you are talking about, will there be any use for autos for commuting?

Dr. HANSEN. Certainly, for the foreseeable future, automobiles will continue to be the dominant means of commuting in most areas. When and as advanced systems are introduced, you might want to use a special vehicle, not the present automobile. It might be one that could be driven on local

streets and also go on an automated system. You would drive this car on regular streets for limited distances, then enter the automatic network for the major part of your trip at very high speed. It is quite conceivable that these special vehicles would be constructed by the present motor industry—thus, the introduction of a new high-speed, ground-transportation system would not hurt our present industries.

Question. You would still have the problem of parking the car somewhere downtown—

Dr. HANSEN. Carry this a step further: Do you really need to own the vehicle you commute in? If not, we open up a whole new range of possibilities. We could have a system something like auto rentals. You would rent a small personal vehicle when you want it. When you get to your destination, turn the vehicle back, so that it can be rented to someone else.

If you leave the vehicle on the high-speed, automatic system, it won't need a driver, but can travel right along to the point where some prospective customer is waiting.

Question. But isn't it going to need to be parked sometime?

Dr. HANSEN. There will be marshaling yards for that purpose. But there will not be so many vehicles to park, if you don't have large numbers sitting idle, waiting for their owners to return from the office or from lunch or from shopping.

Question. Are you saying that people will not need a family car?

Dr. HANSEN. I don't think you'll get that far. You'll still be using cars on many family trips. If you're going on vacation, carrying children and the family dog and a boat, you may not care too much about going several hundred miles an hour on an automated system. You will probably get more pleasure out of setting your own pace.

There are many places—particularly the less populated areas—where the family car is going to continue to be the prime means of transportation.

Question. Could a time come when motorists will have to be banned from downtown streets?

Dr. HANSEN. It's conceivable that the day will come when this will happen. It would be a bold step for any politician to contemplate, but the problems facing the cities may force drastic action.

Question. Is there any doubt that our transportation system is going to be radically revamped?

Dean SEIFERT. None at all. There is a tremendous interest all over the country and in Federal Government today in finding better means of transportation.

As our present system becomes more and more clogged, pressure to change it radically is bound to build up. But we shouldn't wait for a crisis to arrive. We must begin now to develop the new system we will need in what is, really, just a few years.

No Sanctuary for Communists in Vietnam

EXTENSION OF REMARKS

OF

HON. CLEMENT J. ZABLOCKI

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 1965

Mr. ZABLOCKI. Mr. Speaker, I wish to call to the attention of my colleagues in the House of Representatives an editorial in the July 16, 1965, Washington Daily News unequivocally stating one vital aspect of U.S. policy toward the war in Vietnam.

A4030

Citing the words of President Lyndon Johnson and Secretary of State Dean Rusk, this editorial makes clear our determination to deny sanctuary to the Communist Vietcong invaders in South Vietnam through our bombing of their staging and supply areas in the north.

Under unanimous consent, I submit that editorial herewith:

NO SANCTUARY

In Vietnam, President Johnson said, we will "do what is necessary."

And, unlike the war in Korea, the aggressors will be protected by no sanctuary, Secretary of State Dean Rusk said.

"It is important," Mr. Rusk said, "that they (the North Vietnamese Communists) discover that they are not going to be permitted to send tens of thousands of men into the south to attack South Vietnam and still live in safety and comfort at home. The idea of the sanctuary is dead in this situation."

The late General MacArthur always argued that the refusal to permit him to bomb the staging areas and sources of supply beyond the Yalu River cost him not only an early victory in Korea but many lives.

The purpose of the military action by the United States and the South Vietnamese is to put a stop to the invasion from the north. The North Vietnamese Communists will get the message only as their safety and comfort in North Vietnam are put in jeopardy.

Henry T. McIntosh, 1874-1965

EXTENSION OF REMARKS

HON. MASTON O'NEAL

OF GEORGIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 8, 1965

Mr. O'NEAL of Georgia. Mr. Speaker, I was saddened to learn of the recent death of Henry T. McIntosh, of Albany. Mr. Henry, an outstanding newspaperman, civic and religious leader for many decades, died at the age of 91.

His impact in the field of journalism, spanning some 70 years, was felt not only in his region but also nationally. As editor emeritus of the Albany Herald, he remained active in newspaper work until just 1 year ago. The son of a pioneer Georgia journalist was known throughout the South for his Herald columns of human interest.

Everyone who knew Mr. Henry recognized his outstanding qualities. But perhaps his successor as editor of the Herald, James H. Gray, is the most qualified person to eulogize our beloved friend. Mr. Gray's editorial from the July 21 edition of the Herald follows:

HENRY T. MCINTOSH, 1874-1965

His was the finest quality of mind and spirit, a wisdom tempered with wit and gentleness. His effort of thought, ever forward-looking, was a constant inspiration to the many thousands who read his daily newspaper writings and listened to his church teachings. In an age of opportunism, his was the language of conscience. In an age of excess, his was a chastened sense of self. In an age of cynicism, he stressed the importance of dreams.

He had the understanding and perception of a truly civilized man. He learned from the past for application to the future. He

avoided partisanship, and although he was a Democrat by persuasion he surmounted doctrine to be friendly to differing opinions. He had a delicious humor which could lighten the most serious discussion. He was as much a beloved father to his colleagues as to his immediate family.

He greatly respected intellectual honesty; this made him a strong champion of intellectual freedom. He believed deeply in the vitality of informed comment about public affairs. He seldom felt it necessary to give orders because he recognized that example was the essence of true leadership. He supported the considered judgments of his subordinates, insisting only that these judgments be based upon the full facts as nearly as they could be ascertained. He did not seek fights, but he was never afraid of battle in a righteous cause. He sought to insure the financial stability of his newspaper, but then dedicated it to the public trust. He always cherished and took pride in its independence.

The hallmark of his lengthy, rewarding career was integrity. That quality was inherent in every service that he rendered his newspaper and his region. No decision that he made, no objective that he sought, no standard that he set, in these long and critical years, failed to reflect a deep and abiding faithfulness in his work, in his purposes, in his straightforward handling of the news.

He lived much of his life in a time of disruption and change, in which many of his valued convictions came under severe challenge. A devout follower of Christ, he saw the anti-Christ stalk the world, smashing the lamps of civilization. An advocate of personal freedom, he saw whole peoples disappear from view under the weight of a malign totalitarianism. A believer in peace and the primacy of human nobility, he saw old loyalties savagely assailed and revolutions send forth their flames the globe around.

And yet the encroaching darkness never could blind his eyes. He always watched for the dawn, eager and hopeful. It was his high sense of responsibility to his Maker and his own manhood that lent him the courage to walk in serenity while the storms raged. His life was a tranquil and steady dedication to principle.

Now the light has gone out, but the vision remains.

JAMES H. GRAY,
 Editor.

California Leads the Nation in Development of Vital Water Resources

EXTENSION OF REMARKS

OF

HON. EDWARD R. ROYBAL

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, July 22, 1965

Mr. ROYBAL. Mr. Speaker, water has always been vital to the development of the Western States, but never more so than at the present time when they are experiencing such phenomenal growth.

For example, in the last 25 years the population of California has nearly tripled—going from 6.9 million to about 18.7 million. And in the next 25 years, the State's population is projected to double to more than 36 million.

With a growth rate like this, we in California cannot afford to take the risk of inadequate planning for the future.

To illustrate the kind of long-range thinking, planning, and water resource development necessary to assure an am-

ple supply of good water to meet our rapidly expanding needs, I would like to include in the CONGRESSIONAL RECORD the introductory chapter of the 1965 report on the California State water project.

This chapter summarizes the construction, operation, financial planning, and management of the largest single integrated water development and transportation project yet known to man.

And it may give some indication of the direction we as a nation must go if we are to prepare adequately now to develop the necessary water resources to meet the increased demands of a population predicted to top 300 million by the end of the century—a short 35 years from now.

The 1965 California State water project summary follows:

[Introductory chapter of the 1965 report on the California State water project, released by Mr. William E. Warne, director, State department of water resources, Post Office Box 388, Sacramento, Calif.]

CHAPTER I. THE CALIFORNIA STATE WATER PROJECT IN 1965

California is constructing the largest single integrated water development and transportation project yet known to man. California is building the State water project to meet the requirements of the State's continuing dynamic growth.

In the last 25 years, the population of California has grown from 6,900,000 to about 18,700,000. In the next 25 years, the population is projected to 35,300,000. It will swell to 54 million by the year 2020, 55 years hence.

With less than 3 percent of the Nation's farm units, California accounts for 10 percent of the gross cash value of U.S. agriculture. Annual farm production currently totals almost \$4 billion. Another \$2 billion in value is added in processing. The top 3, 8 out of the top 10, and 15 out of the top 20 ranking agricultural counties among the 3,072 counties in the United States are in California.

The preeminence of California counties in the top 20 results from irrigation, long growing seasons, intensive cultivation of high-value crops, and the progressive nature of the State's farmers. Ninety-five percent of the crop tonnage in California is grown on land that is irrigated.

It is currently estimated that every resident of California requires in an average day almost 200 gallons of water for domestic and industrial usages and 1,300 gallons for agricultural usages. This means that under present conditions, almost 28 billion gallons of water are used in California every day, or about 31 million acre-feet of water on an annual basis. The State's developed annual water supply must be increased by at least 10 million acre-feet by the year 1990 if California is to provide for its expanding population and to maintain its position of leadership in agriculture.

California's growing demands have created increasingly difficult and complex problems in the conservation and transportation of new water supplies. The State has sufficient natural supplies to meet the projected needs. However, most of the precipitation falls on the State during the winter months and is concentrated in the north coastal area and the mountainous watersheds of the Central Valley. This maldistribution of water was painfully evident during the recent Christmas 1964 floods in which 24 lives were lost and over \$140 million in damages were suffered. More than 10 million acre-feet of water flowed wastefully into the Pacific Ocean from streams along the north coast within a 6-day period, an amount more than double the annual quantity which will be conveyed to the water deficient southerly areas of